



P.O. BOX 69, HEBER CITY, UTAH, 84032

PHONE: (801) 654-2621

# REPORT OF CHARLES NIELSEN ON EQUIPMENT:

## ENGINE REPORT:

#35: The rods and brake rigging have been removed and the driving assembly and underframe have been steam cleaned for safe handling of repair work.

Installation of the lathe has been completed. The lathe and all assessorry items have been repaired and are now ready for the turning of the drivers.

All of the materials that we have needed so far have been donated to the museum at no cost to the company.

For the foreseeable future, we cannot see where we will need for any funds except for some minor needs or unforeseen breakdowns. (Note: from Lowe: we have got to recognize the need for power fuel ect)

We are about ready to remove the drivers and we expect to have them out from under the engine within a week or two. Tony Robuck has agreed to turn the tires and other items at no cost to the company, but the hourly stock option rate and gasoline mileage as offered to the other members.

Mr. Robuck has also found a layout man who will square the engine frame check and reset the valve timing.

The lead and trailing trucks will be reshinned to improve guidance stability of the locomotive.

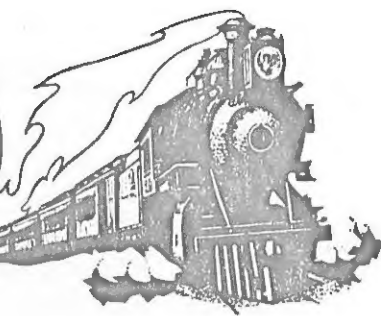
A preliminary inspection has been completed on the boiler and the only items found in need of repair is one side sheet staybolt which will be replaced, and four or five leaking flues which will be rerolled or new seams with seals applied as needed. This work will be done under the supervision of Mr. Robuck.

We have also lined up a journeyman carman to inspect and make the light repairs on the passenger cars also at no cost (except stock) to the company.

TRACK: The track is in fairly good condition with the exception of some problems which we can overcome.

1. The decking on the Provo River bridge needs to be replaced. We presently have all necessary materials for the dodecking. We will use our crane to expedite this work. The bridge approaches are also to be repaired. Again,

THE IRON HORSE TRAIL THROUGH THE ALPS OF UTAH



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(Report of Charles Nielsen on Equipment, continued)

all labor will be supplied at no cost to the company (Lowe Note: except stock)

2. There are six old rail links that have never been properly repaired. We will repair them.

3. A new wrecker flat car was completed last fall to transport rail and the materials for this track work. The crane has now been equipped with a bucket to clean out the slide areas along the line.

4. The "Hump" is to be cut down and straightened at no cost to the company. (Lowe's note: except stock)

5. We have retained the services of an experienced railroad bridge inspector who will inspect all the bridge crossings, again at no cost to the company.

Charles Nielsen

(copies made for all directors)